

THE REGIONAL PLAN GOALS AND POLICIES FOR THE LAKE TAHOE BASIN 1986

—Striving for the Balance—

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The Plan's Goal

"In order to preserve the scenic beauty and outdoor recreational opportunities of the (Tahoe) region, there is a need to ensure an equilibrium between the region's natural endowment and its manmade environment." So declared the States of

Nevada and California and the U.S. Congress in 1980 when enacting the Tahoe Regional Planning Compact. The regional plan of the Tahoe Regional Planning Agency (TRPA) is intended to provide that equilibrium. Following months

of discussions and careful consideration of a wide range of interests and needs, these proposed Goals and Policies set forth a framework for the future so as to attain the balance.

With it we can have responsible growth and assure a high quality environment for ourselves and for posterity. Let's get together and make it work.

Bill Morgan

William A. Morgan, Executive Director
Tahoe Regional Planning Agency

PUBLIC HEARINGS ON THE PLAN ARE JULY 16 & 18, 1986

How the Regional Plan Came To Be

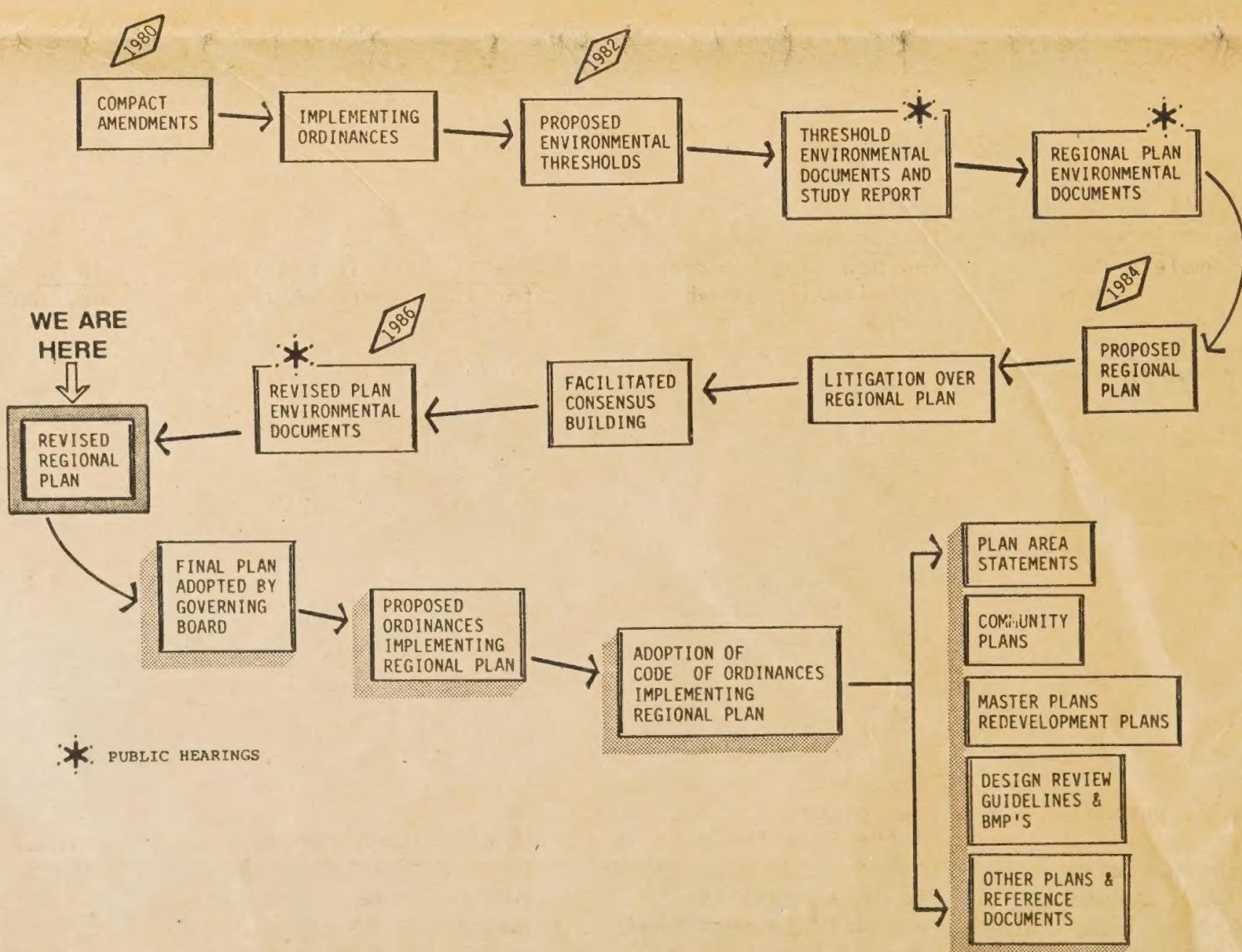
The Compact

In 1969, Nevada and California, with the consent of Congress, forged a compact to manage development at Tahoe and to protect the environment. Later, in 1980, a revised compact was enacted to set more clear direction for the Tahoe Regional Planning Agency, the agency established by the compact. The new mission is to set environmental standards and to implement a regional plan that achieves those standards.

The Agency

The TRPA established the environmental standards, called environmental thresholds, in 1982. In 1984, a plan was adopted but was challenged in federal court as inadequate to protect the environment. A court injunction prevented implementation of the plan and is still in effect today. With the cooperation of individuals representing a wide range of views, the TRPA now has the policies revised to do the job.

THE PLANNING PROCESS IN THE LAKE TAHOE BASIN



What is the Tahoe Plan?

The Key Components

1. The LAND USE ELEMENT of the Goals and Policies includes many of the fundamentals of the Regional Plan. It regulates the amount and location of new land uses, primarily through the use of Plan Area Statements and Community Plans; sets policies on rehabilitation and reconstruction; and provides policies on creation of impervious coverage. It also sets forth Plan policies on noise, housing, natural hazards, air quality, and water quality.

2. The TRANSPORTATION ELEMENT directs development of transportation systems that reduce traffic congestion and air pollution problems. A regional transportation plan, established with public input, will be an ongoing feature of the Goals and Policies.

3. The CONSERVATION ELEMENT provides for the preservation and maintenance of Tahoe's natural resources which include vegetation, wildlife, the fishery, soils, and wetlands.

Appropriate shoreline uses and guidelines to restore or maintain scenic quality are also addressed in this section.

4. The RECREATION ELEMENT provides for the development, utilization, and management of the recreational resources of the region, among which are wilderness and forested lands, parks, riding, and hiking trails.

5. The PUBLIC SERVICES AND FACILITIES ELEMENT provides for the upgrading and expanding of services such as water, sewer, and public health and safety programs to be consistent with the development allowed in the regional plan.

6. The IMPLEMENTATION ELEMENT identifies the institutional relationships necessary to carry out the Goals and Policies; sets forth the growth management policies of the Plan; encourages transfers of development rights; and sets forth Agency policies regarding financing and monitoring.

THESE COMPONENTS ARE DISCUSSED IN GREATER DETAIL ON PAGES 7-11.

WHAT WILL THE NEW PLAN MEAN TO OUR FUTURE?

Short Term

1. The End of the Federal Court Injunction--When a complete Plan package is implemented, the TRPA Plan will then manage land use at Tahoe instead of the Federal Court in Sacramento. The reader should be aware that many rules in effect today are mainly those chosen by the court and are not those proposed by the TRPA.

2. Home Building Within the Basin will Continue--The new Plan will permit new residential development to continue at about 300 units per year. The new Plan will permit all types of residential development including multifamily. However, the emphasis will continue to be on single family homes.

3. Commercial Rehabilitation Work Commences--The new Plan provides new policies for rehab projects that will facilitate and encourage rehab. There will be a significant change from the rules now imposed on such projects by the Federal Court or in effect in the past.

4. Economic Task Force Identifies Funding Sources--Based on a new economic awareness, the new Plan calls for an Economic Task Force to look into the economic aspects of TRPA's mitigation programs. The goal of the Task Force is to find methods of assisting the local business community to meet environmental costs.

Long Term

1. Tahoe Residents Have and Will Continue to Participate in Planning for the Future--Although the Plan has a horizon of 20 years, there will be constant updates and refinements. One of the major refinements will be the community planning process in which communities may participate in their own local plan for commercial areas for the next ten years.

2. The IPES System Provides Greater Opportunities to Build--The Individual Parcel Evaluation System will provide for site-specific review of all single family parcels based on objective criteria. All parcels will be rated and ranked for future development.

3. Environmental quality will be maintained and, in some areas, enhanced--Residents and visitors will experience clean air, clean water, tranquil surroundings, and high scenic qualities consistent with TRPA's thresholds and state standards. Transportation programs will reduce travel times and ease congestion.

4. Transfers of Development Rights Programs Offer New Solutions--The ability to transfer existing development rights to development from one property to another will provide new solutions to land coverage problems, nonconformity problems, and other land use problems. These programs will also help maintain value.

The Situation: THE STATE OF THE REGION

Water Clarity

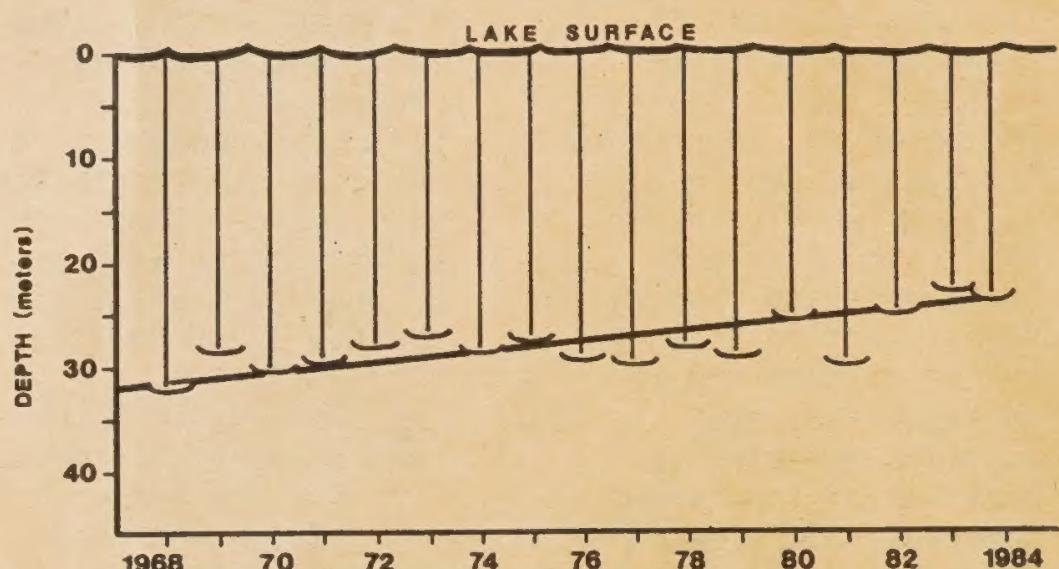
Despite recent concerns about its clarity, Lake Tahoe is still one of the clearest lakes in the world. Its algal productivity is low, and its clarity and dissolved oxygen levels are very high. In scientific terms, Lake Tahoe is known as an "ultra-oligotrophic" lake.

The trends in Lake Tahoe's water quality cause most of the concern. In the last 15 years, algal productivity has doubled, because of increased availability of algal nutrients, with a resulting 15 percent decrease in the Lake's clarity.

The Lake is now suffering from accelerated aging, or "eutrophication," a common problem in lakes throughout the world.

Under natural conditions, the change in Lake Tahoe's water quality would be imperceptible to man. But mankind's presence in the Tahoe region has hastened the aging process, to the extent that the Lake could lose much of its famous clarity in one human lifespan.

LAKE TAHOE AVERAGE ANNUAL TRANSPARENCY



Lake Tahoe's unique water quality contributes to the scenic, recreational, and natural values of the region, offering an outdoor experience literally without equal.

The drafters of the Tahoe Regional Planning Compact cited these values as part of the basis for preserving the environmental qualities of the region.

Nutrients

Algae, like all organisms, need nutrients to support growth. The increasing algal productivity in Lake Tahoe is the result of increased levels of nutrients stored in the Lake.

Contributions of key nutrients (such as nitrogen, phosphorus, and iron) have increased

greatly over natural levels, as human activities have altered the natural cycles. Since a gallon of water typically resides in Lake Tahoe for 600-700 years, nutrients which are stored in the Lake can't be flushed out quickly.

The increased loads of nitrogen compounds (for example, nitrate) come from a number of sources: wet and dry precipitation falling directly on the Lake; runoff water reaching the Lake without being filtered by vegetation in the watershed; soil disturbance; and human inputs such as fertilizers and sewage, which can reach the Lake or its tributaries through groundwater seepage.

Significant portion of the airborne nitrate reaching Lake Tahoe comes from areas upwind of the Basin, the exact proportions are unknown.

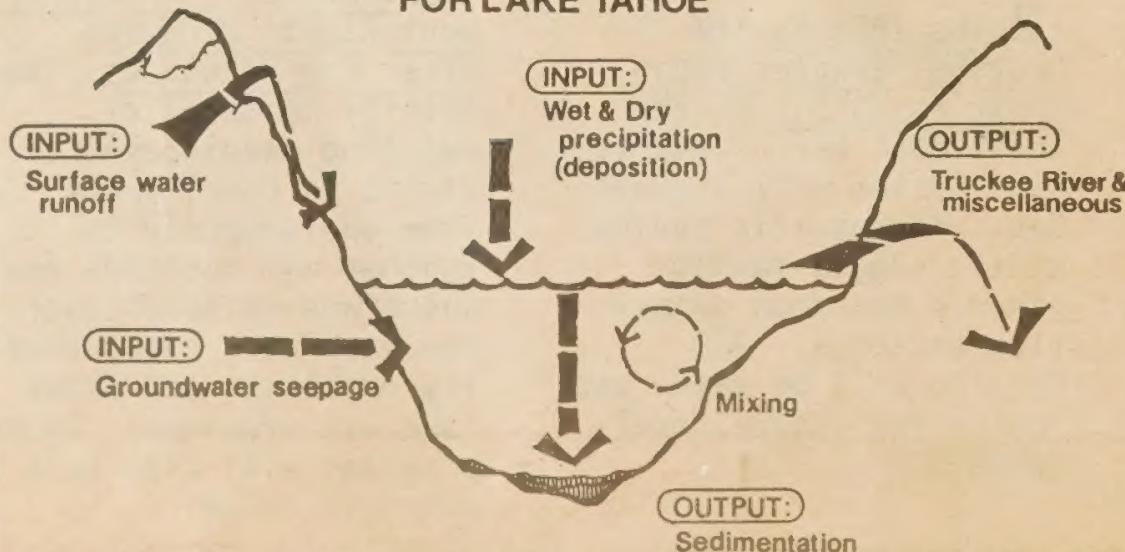
Increased loads of phosphorus come from several of the same sources: soil disturbance, runoff from developed areas, sewage, and fertilizer. Phosphorus can also enter the Lake in windblown dust particles.

Nitrate nitrogen, one of the most common and most important algal nutrients, is very mobile in the environment, making it a hard nutrient to control.

It also is found in the atmosphere, from where it may be deposited directly on the Lake's surface. Although a

The increasing algal productivity in the Lake is evidence that the "budgets" for these nutrients are unbalanced. More nutrients are added to the Lake water each year than are able to escape.

GENERALIZED NUTRIENT BUDGET FOR LAKE TAHOE

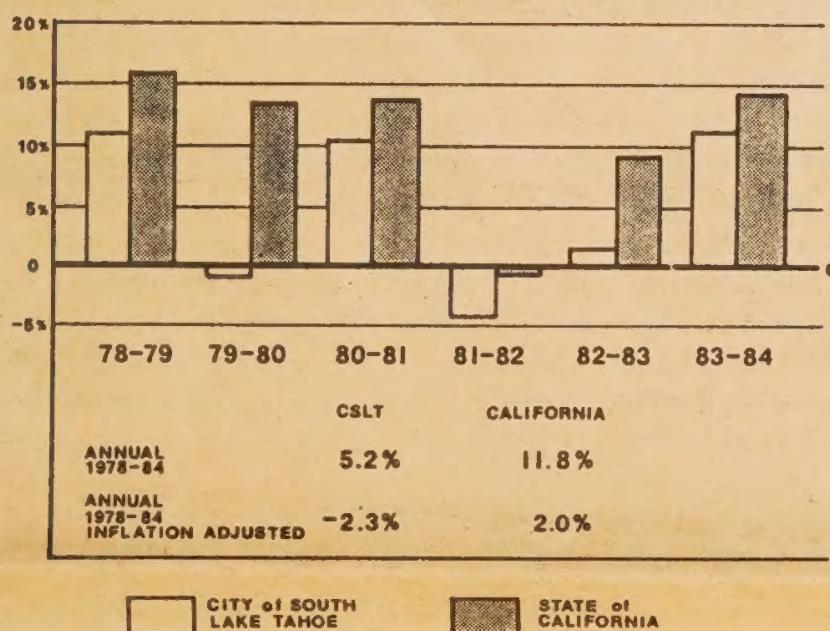


Local Economy

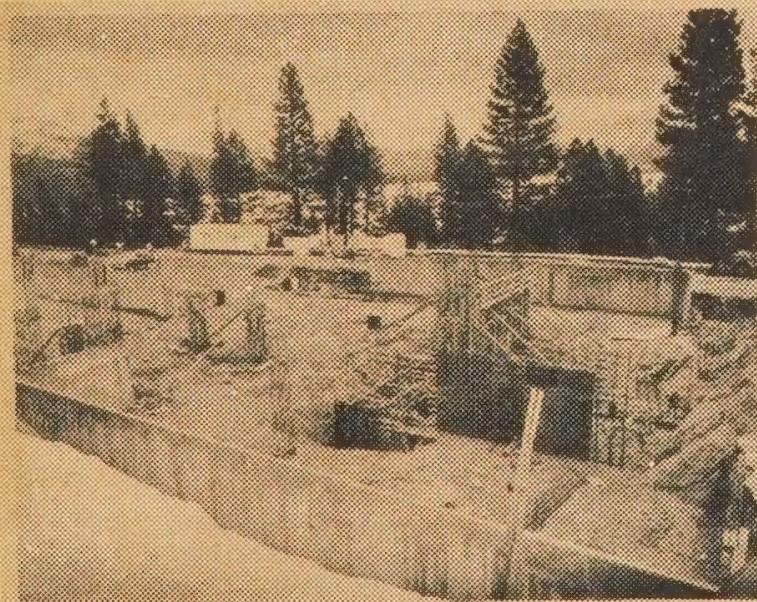
As part of the plan revision process, the Consensus Workshop's economic technical committee prepared a report which was released in April, 1986. This report reviewed the current economic situation at Lake Tahoe and made the following findings:

1. Tahoe Basin's economy is highly dependent on tourism.

CHANGES IN TAXABLE SALES, 1978-84



The Visual Landscape



What do you see as you move about in the Tahoe Basin? A beautiful deep blue lake, pine clothed mountains, dramatic snowy peaks? Yes, of course. Tastefully designed, well maintained buildings? Well, that depends upon where you are looking.

Scenic quality is a concern of the TRPA. TRPA has commissioned a study to determine whether scenic quality of the major roadways and the shoreline has been adequately preserved or whether their scenic values have been degraded.

2. Economic data suggests that the Basin's economy has declined over the past 10 years. Retail sales in South Lake Tahoe, when expressed in constant dollars, declined over 20%, while retail sales in California as a whole increased over 12% (a comparative loss of 32%).
3. Low retail sales and occupancy rates are indicative of stable or declining total visitation to the Basin. Many of the tourist-serving facilities are 30-40 years old and do not meet the needs of current visitors and the potential visitor market.

4. The current visitor profile is dominated by day or overnight use. Short-term

visitors spend less and have a higher environmental impact than destination visitors, who spend more per visit.

5. Achieving a "turn-around" in the current decline will require a concerted effort among the private sector, the public utilities, and regulatory agencies to improve visitor-serving facilities.

Traffic Congestion

Have you encountered a traffic jam at Lake Tahoe recently? In many visitor surveys, visitors have identified traffic congestion as the worst problem in the region.

Congestion results when traffic exceeds the roadway's physical capacity. Competing uses of highway rights-of-way (through traffic, local traffic, bicycles,

motorbikes, pedestrians, and transit vehicles) contribute to the problem.

In addition to preventing the efficient movement of people, goods, and services, congestion is a major contributor to violations of the federal carbon monoxide standard on U.S. 50, since carbon monoxide levels are very sensitive to decreased average vehicle speeds according to TRPA's 1982 Air Quality Plan.

Air Pollution/Visibility

Along with its outstanding scenery and clear water, Tahoe's low levels of air pollution contribute to its value as a recreational and economic resource. However, the Tahoe area does suffer from a reduction in visual range, which "flattens" distant objects and degrades scenic quality.

This problem is especially noticeable in the South Shore, where a colored layer of haze often hangs over the urban areas.

According to the TRPA's Study Report for the establishment of environmental thresholds, these visibility problems are caused by organic particles, soil dust, sulfates, oxides of nitrogen, and elemental carbon.

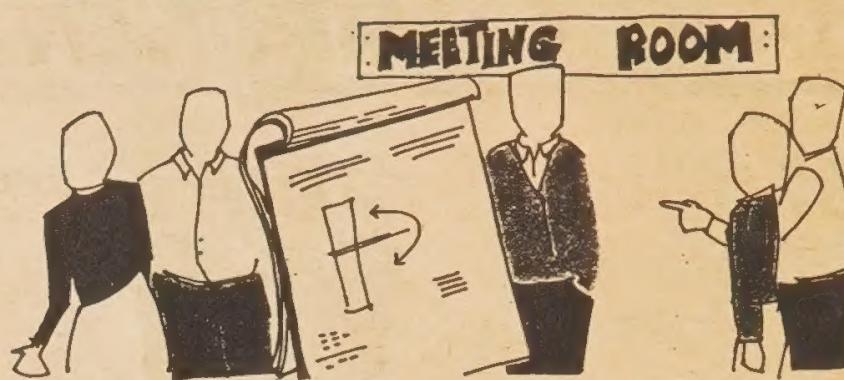
The sources of these particles are motor vehicles, forest fires, vegetation, construction activities, fuel oil combustion, gas-fired appliances, wood stoves, and diesel engines.

Needed ... A Solution

A Cooperative Effort Has Made

Things Happen

Cooperation is the key to success in the Lake Tahoe Region. There are many needs to consider and many pitfalls to avoid. Various levels of government have jurisdiction at Tahoe, including federal, state, regional, and local entities. Ordinary citizens from the two states and from throughout the Nation, as well as local residents, have strong interests in what goes on here. When all work together, a lot can be accomplished. When we are in opposition, most suffer. We see a lot of signs of cooperation lately.



Consensus Building

Nearly 30 interest groups and government agencies worked together with the TRPA since August of '85 to reach solutions to the many issues that had previously divided us. Most of the policies in this new proposal reflect the consensus agreements reached in those workshops. The weight of the court injunction has been eased as a result.

Consensus building is being applied to solving the problems of operation of the South Lake Tahoe airport, instead of relying on lawsuits as has been the case in the past. South Tahoe's community redevelopment study group started off with a cooperative approach and has made great progress.

How the plans differ:

SUBJECT	1984	1986
New single-family dwellings	Up to 2700 new units in first 3 years	Up to 2000 new units in first 6 years
New multi-family dwellings	Up to 1800 additional units over 20 years	Up to 1600 new units over 20 years; must have allocations except for affordable housing
New tourist accommodation units	None	Up to 200 new units associated with rehabilitation or TDR
New commercial development	1.1 million sq. ft. of new commercial floor space over 20 years	400,000 sq. ft. of new commercial floor space for first 10 years, mostly in dense commercial zones; small expansions not counted
Commercial planning	Plan Area Statements provide performance standards and table of allowed uses	Consistent with Plan Area statements, TRPA-local government business community teams will plan for future development in dense commercial zones; plans will be called "community plans"
Impervious coverage for new single-family homes	Table of allowed coverage, allowed up to 70% coverage on some parcels	Provides base coverage for all parcels at Bailey coefficients (1-30%); additional coverage may be obtained by transfer
Impervious coverage for new commercial	50% by right; up to 70% with transfer	Bailey coverage (1-30%) by right; up to 50% with 1:1 transfer (up to 70% for undeveloped commercial parcels with additional transfer requirements) in "CPS"
Development on sensitive lands (Land capability 1-3 and SEZs)	Generally restricted; point system to be phased in starting 1986 for single-family homes;	Generally restricted; IPES system to take effect January 1, 1989 for single family homes (see separate article, p. 7)

THE REGIONAL PLAN

IMPORTANT COMPONENTS OF THE PLAN

The Individual Parcel Evaluation System (IPES)

In an effort to resolve one of the most controversial issues, the consensus-building participants agreed early in the process that a new system should be developed for evaluating the relative suitability of vacant residential parcels for development of a single-family residence. The system, which is intended to eventually replace the TRPA land capability ("Bailey") system as applied to vacant residential parcels, is referred to as the Individual Parcel Evaluation System (IPES).

The new system, as proposed, requires a site visit by an evaluation team consisting of a soil scientist, a hydrologist, and an engineer or planner. Each parcel is to be evaluated by the team based on seven categories, with each parcel receiving a point score under each category. The seven categories are:

1. RELATIVE EROSION HAZARD evaluates the relative erosion hazard of the parcel based on soil type, length and gradient of slope (longer and steeper slopes erode more easily), climatic conditions, and surface roughness.

2. RUNOFF POTENTIAL estimates the potential for overland flow. Surface erosion will not occur without overland flow. Estimates are based on the ease with which surface horizons of the soil become saturated and

the extent to which forest litter and ground cover impede overland flow.

3. ACCESS TO BUILDING SITE evaluates the amount of site disturbance (excavation and removal of vegetation) necessary to construct a driveway and parking area or garage to satisfy local off-street parking requirements.

4. STREAM ENVIRONMENT ZONES (SEZs) should remain undisturbed. Parcels requiring disturbance in an SEZ for access, utilities, or buildings will receive fewer points.

5. CONDITION OF WATERSHED is evaluated in order to favor residential development in watersheds that are contributing lesser amounts of sediments and nutrients to Lake Tahoe and its tributaries.

6. ABILITY TO REVEGETATE estimates the inherent ability of a site to be revegetated, based on key soil properties such as available water holding capacity, fertility, texture, and permeability.

7. NEED FOR WATER QUALITY IMPROVEMENTS IN VICINITY OF PARCEL is to be evaluated in order to give priority to future residential development in areas that contain adequate water quality improvements, such as stable cut

and fill slopes, a storm drain system, stable roadside drainage channels, and paved roads.

The categories of relative erosion hazard and runoff potential, which are the two primary criteria on which the Bailey system was developed, are also of critical importance in the IPES. The possible score under these two categories accounts for approximately 70 percent of the total score possible under all seven categories of the IPES.

Once all parcels have been evaluated and have received a score, they will be ranked by local jurisdiction (city or county) in numerical order from highest to lowest score. The Agency will establish a line at a score immediately above those parcels considered to be more sensitive. Parcels with scores above this line will be considered most suitable for development. Owners of all vacant residential parcels will be eligible to compete for building allocations. However, only owners of parcels with scores above the line will be able to actually pursue a building permit. Owners of parcels with scores below the line who obtain an allocation will have the following options:

1. Hold the building allocation for up to a year;
2. Sell the parcel and/or the building allocation;

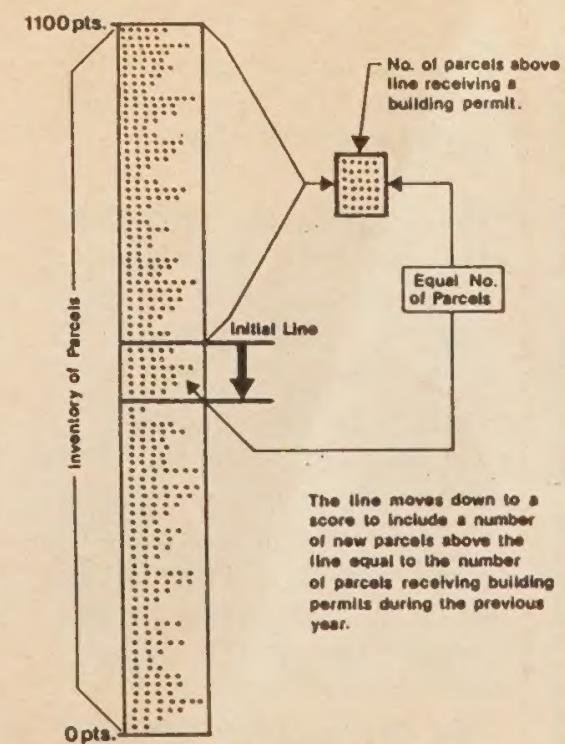
3. Transfer the otherwise allowable land coverage from the parcel; or

4. Relinquish the allocation.

Each year the line establishing the most suitable parcels for development will be lowered so that the total inventory of parcels considered most suitable for development in any one jurisdiction will remain the same.

The line will be lowered so that the number of more sensitive parcels that become eligible to pursue a building permit is equal to the number of building permits issued the previous year. Eventually, all but the Stream Environment Zone parcels could expect to become eligible.

ANNUAL ADJUSTMENT OF BUILDING ELIGIBILITY LINE UNDER IPES



New Rules for Commercial Projects

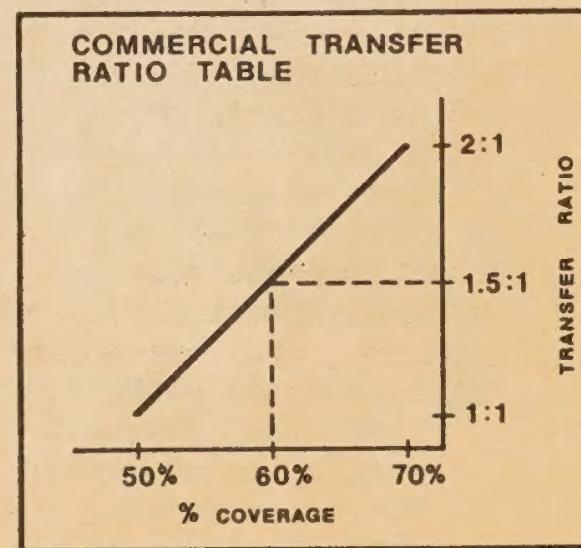
The focus of commercial development in the new Plan will be in the community plans for the next ten years. Although the emphasis is on rehabilitation and redevelopment of existing commercial property, the Plan will allow 400,000 sq. ft. of additional commercial floor area and 200 additional tourist accommodation units to be added to the existing inventory.

90% of this floor area and all the tourist units are to be located in the community plans, based on needs assessments and other criteria. There are provisions for minor additions up to 500 sq. ft. per building which do not count against the 400,000 limitation.

Land coverage limits for additional coverage within community plans have been set at 50% for existing commercial facilities and 50% for all tourist facilities.

These limits may be achieved through transfer of land coverage from other parcels in the vicinity. Outside community plans, the land coverage limitations are the Railey coefficients which usually range from 20 to 30%. In most cases additional land coverage in land capability districts 1-3 will be prohibited.

Special provisions for vacant commercial properties in community plans allow for land coverage up to 70%. However, the transfer requirements increase from 1:1 to 2:1 as the chart below indicates. The intent is to provide opportunity in limited cases but still to keep the emphasis of the Plan on rehabilitation.



The emphasis on promoting the rehab of existing commercial projects results in special new provisions for properties already in excess of the coverage limits.

Although coverage reductions are still required when doing projects beyond ordinary repair, the cost of the project will determine the amount of reduction and options to reduce land coverage elsewhere have been added.

The land bank option allows a commercial property to keep all of its existing coverage on site by paying a fee to the land bank which will then make the required coverage reduction elsewhere.

Outdoor Recreation

Few other locations in the world can offer the range of recreational opportunities found at Lake Tahoe. The TRPA Regional Plan recognizes the importance of the Basin, nationally and regionally, as a prime recreational area.

The Plan aims to guide the orderly development of high quality recreation by the various local, county, state, federal, and private recreation providers so that the public interest is served in a coordinated fashion consistent with the environmental capacity of the Basin.

The Recreation Element of the Plan deals primarily with outdoor recreation.

Recreation is a mainstay of the economy of the Tahoe Basin, but all forms of recreation have environmental impacts. Most impacts can be related directly to water and air quality problems.

The challenge to recreation planners is to provide for necessary expansion of recreational facilities while controlling their potential negative environmental aspects.



An important goal of the Plan is to reserve development capacity in vital services--water supply, land coverage, sewerage--to provide a fair share for outdoor recreation. The Plan states that capacity committed to serve future recreation development is not to be diverted to nonrecreational uses.

Maintaining and improving the quality of recreational opportunities is another goal of the Plan. Sufficient facilities are necessary to avoid overcrowding and to avoid "wearing out" facilities due to overuse. Equitable distribution of facilities throughout the basin to provide access to all appropriate areas and to the Lake itself is a high priority.

Community Planning and Plan Area Statements

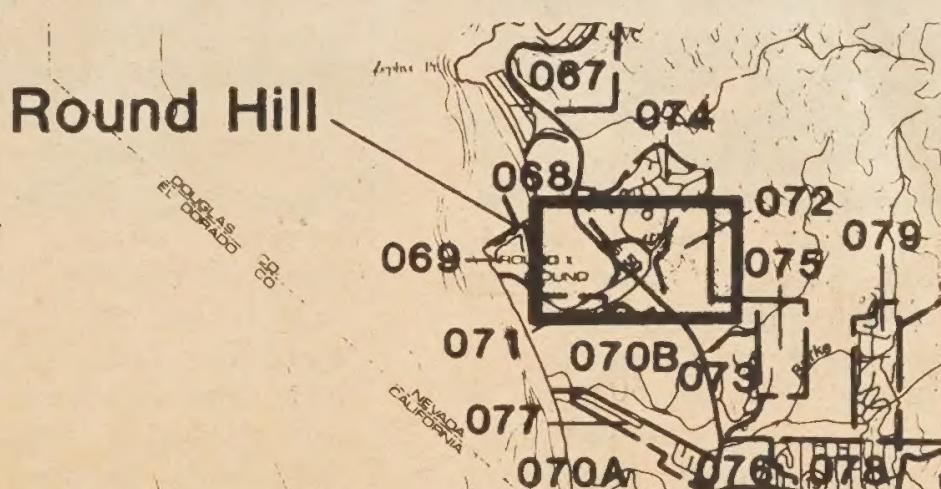
The Goals and Policies portion of the new Plan calls for more detailed plans for neighborhoods and communities throughout the Basin. The TRPA is developing Plan Area Statements which will address problems and needs specific to each area. It is in these statements where an individual would find special policies, special designations, and the allowed uses and densities for that plan area. The draft Plan Area Statements circulated in 1984 will be revised and renoted for public hearing.

To maximize community participation and deal with the more complex commercial communities, the new plan calls for creation of 10 year community plans. In eligible areas, these plans will be prepared jointly by the community, the local government, and the TRPA. It is the intent of the TRPA to complete these plans within the next three years if the eligible communities so desire.

Based on needs assessments, proposed plans and programs, and environmental constraints each

community plan will be given a portion of the additional commercial floor area allowed by the Plan, a portion of the bonus units for tourist accommodation, rehabilitation and land coverage transfer opportunities up to 50% and in special cases 70% for undeveloped commercial.

The idea is to give the local community an opportunity to address its particular needs and to help in determining its future within the context of the Regional Plan. Once these community plans are adopted they will replace the Plan Area Statements.



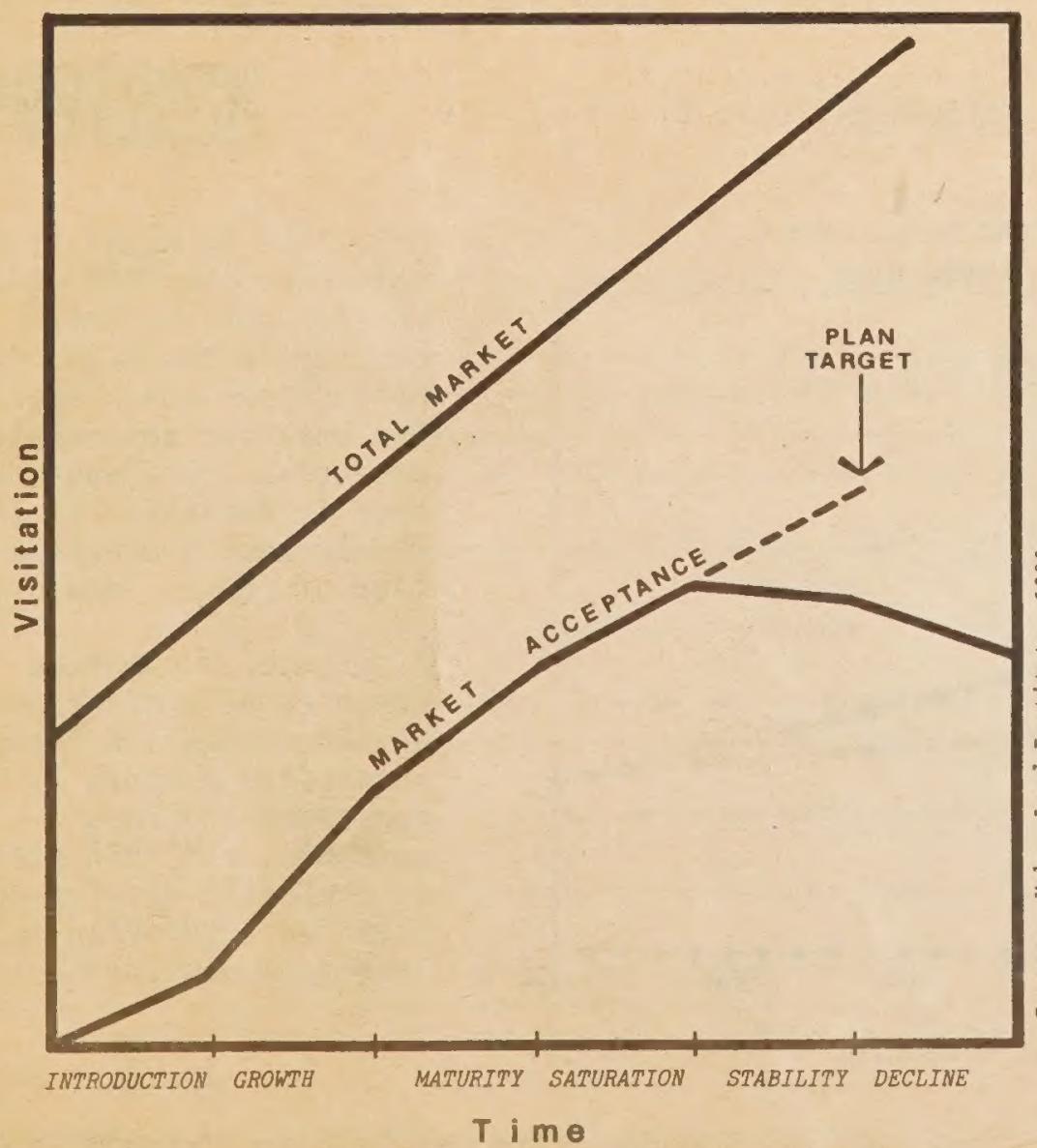
Maintaining Economic Health within the Basin

The new Plan recognizes that the long-term economic health of the Basin depends on a viable tourist and recreation economy. The new Plan gives a high priority to correcting past deficiencies through rehabilitation and redevelopment rather than promoting additional development (quality, not quantity).

A fundamental assumption in changing the economic trends shown in the graph is tapping the potential for economic growth through a change in the visitor mix and more efficient use of existing facilities.

The experts of the economic technical committee and the Urban Land Institute agree that Tahoe has a weak economy which is seen in low rental rates, and low occupancy rates.

PHASES IN THE MARKET ACCEPTANCE OF A TOURISM DESTINATION AREA



The key to turning this situation around is to achieve a better visitor mix (not necessarily more visitors but visitors that will spend more) and to make better use of the existing facilities during the fall and spring. Key elements in the new Plan which will help achieve this are the community plan needs assessments, provisions for key new tourist facilities including conference facilities, and some new accommodation units associated with rehabilitation, special redevelopment provisions, transfer of development programs, and the protection of Lake Tahoe, which is the basis for the tourist/recreation economy.

Protecting the Environment

REMEDIAL EROSION CONTROLS

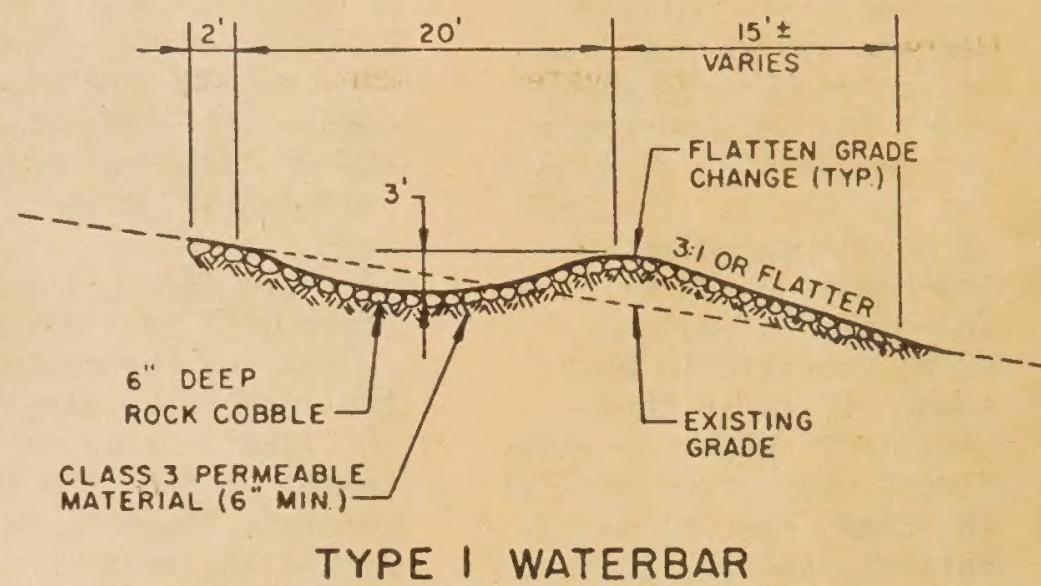
Remedial measures directed at Lake Tahoe's watershed are a key provision of the Regional Plan. These measures will result in a rollback of nutrient loads and, over time, will reverse the negative trends in the Lake's water quality.

Over the next 20 years, public agencies in the region are expected to invest about \$150 million in remedial controls on erosion and runoff. In the past, similar remedial projects have corrected serious erosion problems on Kingsbury Grade, the Mount Rose Highway, Zephyr Heights, and many other locations.

In the summer of 1986, construction will begin on many new remedial projects, including the multi-million dollar Wildwood-Bijou project, the Rubicon area, and the Fairview area in Incline Village.

The TRPA thresholds also call for the restoration of about 1000 acres of disturbed wetlands ("stream environment zones") to restore lost natural treatment capacity. The Griff Creek restoration project in Kings Beach, and the Sawmill Pond project in El Dorado County are good examples of wetlands restoration projects.

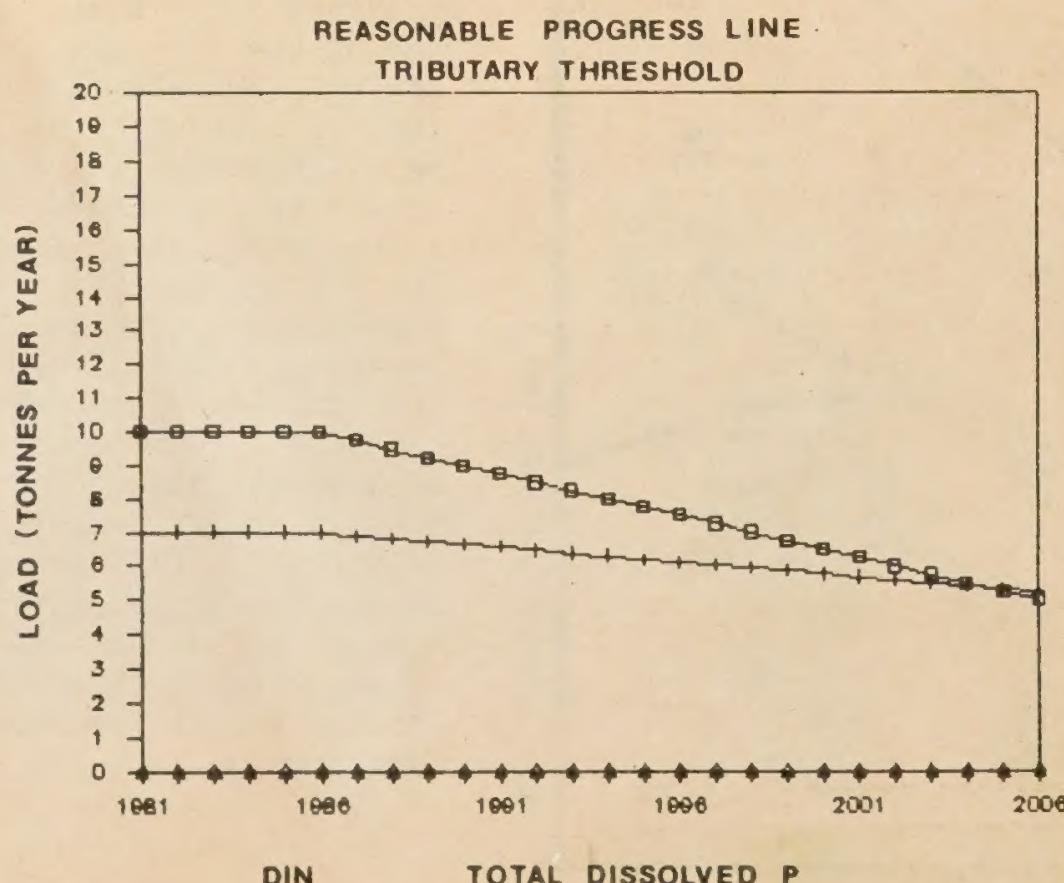
Wetlands restoration is important because it restores natural treatment of runoff, enhances scenic quality, provides wildlife and fish habitat, and replaces important riparian vegetation displaced by past activities.



TYPE I WATERBAR

Virtually every remedial project is a cooperative effort of various public agencies. Typical funding sources for remedial projects are state and federal clean-water grants; Santini-

Burton erosion control grants from the U.S. Forest Service; grants from the California Tahoe Conservancy; TRPA mitigation funds; and local government general funds.



Under the Regional Plan policies, the TRPA will monitor environmental quality in the region and publish periodic reports. The creation and maintenance of a continuous data base is essential to the development and evaluation of control measures.

A technical committee composed of professionals in the monitoring field, interested members of the consensus-building workshop, and TRPA staff is presently developing a detailed study plan for long-term monitoring.

Upon completion of a preliminary study plan, the TRPA plans to submit the plan to an outside body of experts, such as the National Academy of Sciences, for their review before asking participating agencies to make resource commitments to the monitoring program.

Improving the Transportation System

Since mobile sources of pollution (cars, trucks, and buses) are the dominant source of air pollution in the Tahoe region, improvements to the transportation system will help improve air quality.

In general, the goals of these transportation improvements are to reduce congestion and place less emphasis on travel by individual automobile. These improvements will also provide for more-efficient movement of people, goods, and services in the Basin, and will help restore the competitive position of Tahoe's tourist industry.

Short-term transportation strategies for the next five to ten years call for improved mass transit, improved mail delivery, operational improvements at key intersections, ski shuttles, beach buses, and water-borne excursions.

A private foundation, the Tahoe Tomorrow Foundation, has applied for a federal grant to provide intensive bus service on U.S. 50 in the South Shore, to be coordinated with the existing STAGE service.

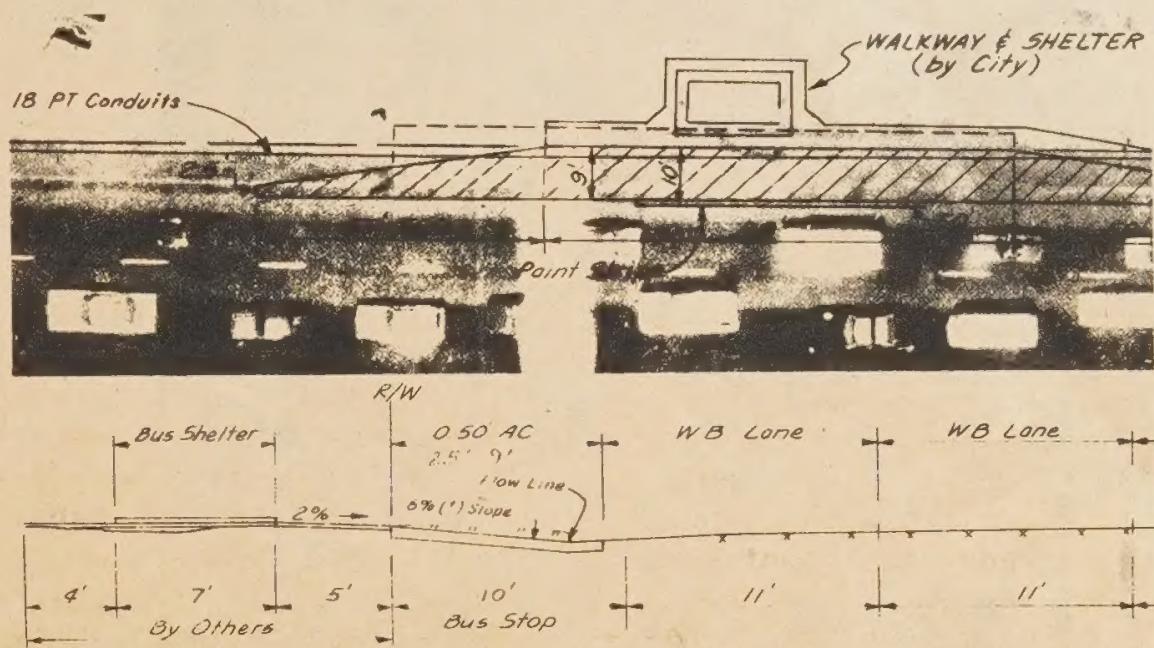
In the long term (10 years and beyond), the TRPA will implement

specific zone-to-zone strategies to reduce dependency on the private automobile.

For example, the Agency will develop strategies to enhance transportation between the casino core and the ski areas; between the North Shore and the South Shore; and

between key residential districts and employment centers.

These long-term strategies may include the use of people-movers, dedicated rights-of-way, water-borne transit, pedestrian and bicycle systems, and other alternative transportation modes.



A Reference Guide to the Goals and Policies

NOTE: THIS GUIDE IS DESIGNED TO HELP THE READER FIND THE INFORMATION PRESENTED HERE, AS IT APPEARS IN THE GOALS AND POLICIES DOCUMENT WHICH IS AVAILABLE AT THE TRPA OFFICE. IT SUPPLEMENTS THE TABLE OF CONTENTS OF THE GOALS AND POLICIES DOCUMENT. WHERE A REFERENCE IS NOT GIVEN, SEE THE TABLE OF CONTENTS FOR MORE DETAILS.

Key Issues

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YOU CAN BE INVOLVED IN THE PLAN



PRODUCTION TEAM

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Sue Rae Irelan	Andrew Strain
Bill Morgan	Dave Ziegler

The new Goals and Policies Plan is currently being reviewed. Free copies of the Plan are available at the offices of the Tahoe Regional Planning Agency, 195 Hwy 50, Zephyr Cove, Nevada (at the Round Hill Mall).

Your comments and concerns on the Regional Plan are encouraged at the following Public Hearings:

Public Hearing Schedule

South Shore

Day:	Wednesday
Date:	July 16, 1986
Place:	High Sierra Hotel Casino, Hillside Room
Times:	9:30 a.m. - 12:00 noon

1:30 p.m. -
5:00 p.m.

7:00 p.m. -
9:00 p.m.

North Shore

Day:	Friday
Date:	July 18, 1986
Place:	Hyatt Hotel Casino, Main Ballroom
Time:	9:00 a.m. - 3:30 p.m.

I WOULD LIKE MORE INFORMATION REGARDING LAND USE PLANNING IN THE LAKE TAHOE BASIN. SPECIFICALLY:

- Regional Plan
- Community Planning
- Environmental Protection

- Transportation Planning
- Shorezone Planning
- Other (please specify) _____

SEND TO

TAHOE REGIONAL PLANNING
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Box 1038
Zephyr Cove, NV 89448-1038
Or Call (702) 588-4547

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City _____
State _____ Zip _____